



National Transportation Safety Board Aviation Accident Final Report

Location:	QUINHAGAK, AK	Accident Number:	ANC92LA095
Date & Time:	06/18/1992, 1930 AKD	Registration:	N23CF
Aircraft:	CESSNA 207	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

JUST AFTER MAKING THE INITIAL TAKEOFF CLIMB POWER REDUCTION THE PILOT NOTICED THAT THE ENGINE OIL PRESSURE WAS INDICATING ZERO. BEFORE HE COULD LAND AT HIS DEPARTURE AIRPORT THE ENGINE SEIZED. AN OFF AIRPORT FORCED LANDING RESULTED IN SUBSTANTIAL DAMAGE TO THE AIRPLANE. THE ENGINE OIL FILTER ADAPTER HAD SEPARATED FROM THE OIL PUMP HOUSING, AND ALL ENGINE OIL WAS LOST. THE THREADS ON THE ADAPTER AND HOUSING WERE WORN AND DAMAGED. THE ADAPTER HAD LAST BEEN INSTALLED USING WATER PUMP PLIERS INSTEAD OF THE SPECIAL WRENCH AS PER THE CESSNA MAINTENANCE MANUAL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: ENGINE FAILURE DUE TO TOTAL OIL LOSS. CONTRIBUTING TO THE ACCIDENT WERE THE SEPARATION OF THE OIL FILTER ADAPTER FROM THE OIL PUMP DUE TO IMPROPER MAINTENANCE PROCEDURES AND NON ADHERENCE TO RECOMMENDED DIRECTIVES BY COMPANY MAINTENANCE PERSONNEL, AND THE UNSUITABLE TERRAIN ON WHICH TO MAKE THE FORCED LANDING.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) LUBRICATING SYSTEM,OIL FILTER/SCREEN - SEPARATION
2. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - COMPANY MAINTENANCE PERSONNEL
3. INSUFFICIENT STANDARDS/REQUIREMENTS - COMPANY/OPERATOR MGMT
4. (C) FLUID,OIL - LOSS,TOTAL

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	47, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/30/1992
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	9140 hours (Total, all aircraft), 1850 hours (Total, this make and model), 8400 hours (Pilot In Command, all aircraft), 155 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N23CF
Model/Series:	207 207	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	20700276
Landing Gear Type:	Tricycle	Seats:	7
Date/Type of Last Inspection:	06/08/1992, 100 Hour	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	29 Hours	Engines:	1 Reciprocating
Airframe Total Time:	8092 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-520-F
Registered Owner:	HAGELAND AVN. SERVICES, INC.	Rated Power:	300 hp
Operator:	HAGELAND AVN. SERVICES, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	EPUA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 2500 ft agl	Visibility	30 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13° C
Precipitation and Obscuration:			
Departure Point:	, AK (AQH)	Type of Flight Plan Filed:	Company VFR
Destination:	BETHEL, AK (BET)	Type of Clearance:	None
Departure Time:	1927 ADT	Type of Airspace:	Class G

Airport Information

Airport:	QUINHAGAK (AQH)	Runway Surface Type:	Gravel
Airport Elevation:	60 ft	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	2600 ft / 50 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ROY C DAW	Report Date:	05/26/1993
Additional Participating Persons:	MICHAEL A WHITE; ANCHORAGE, AK STANLEY V RAUK; ANCHORAGE, AK		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).